

CLASSIFICATION SECRET 25X1
 COUNTRY Germany (Soviet Zone) 25X1
 REPORT NO. 25X1
 TO:IC Neuruppin Airfield 25X1

EVALUATION 25X1 PLACE OBTAINED 25X1

DATE OF CONTENT 30 January to 24 February 1952

DATE OBTAINED DATE PREPARED 14 March 1952

REFERENCES 25X1

PAGES 1 ENCLOSURES (NO. & TYPE) 4 - three sketches on ditto and one log on ditto

REMARKS

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1. Between 10 a. m. and noon on 4 February 1952, 12 swept-back jet fighters, 4 single-engine, low-wing monoplanes with radial engines, and 6 biplanes were counted on the east edge of Neuruppin airfield. three jet fighters took off at 10:05 a. m. The planes assembled over the lake. Two flew side by side and the third plane flew in echelon formation about 100 meters to the rear. The formation circled at an altitude of about 1,500 meters. About 10:20 a. m. one plane left the formation, flew toward the field, and above the field, dived at a steep angle to an altitude of about 200 meters. Then, it pulled out in a left turn and flew toward the lake. About 10:27 a. m. the same plane flew toward an unidentified target on the west edge of the wood, dived at a steep angle to 150 or 200 meters above the ground and fired one round at a target on the western edge of the field which could not be observed. About 10:30 a. m., the other plane fired one round at an unidentified target on the western field edge at the third approach. The third plane fired one round at about 10:38 a. m. All three aircraft landed between 10:45 and 10:50 a. m. Firing practice was continued later. About 3 p. m., shots were heard, four or five rounds being fired from one plane.

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2. Between 11 a. m. and noon on 6 February, 12 swept-back jet fighters covered with tarpaulins, 4 single-engine low-wing monoplanes, and 6 biplanes were counted at the field. There was no flying. Only Hangar 3, west of the other hangars, was entirely intact. It was closed and could hold only 6 to 8 aircraft. Hangars 1 and 2 which were damaged were not used for the parking of aircraft. Half of the barracks buildings at the field were occupied by an estimated 600 airmen.

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3. Between 9:25 and 10:05 a. m. on 9 February, 11 swept-back jet fighters and 2 single-engine low-wing monoplanes were counted at the field. Four of the jet fighters were single-seaters. They were parked on the east end of the runway. Between 9:25 and 10 a. m. two swept-back jet fighters approached observation towers on the northern edge of the field. The aircraft came from Lake Neuruppin flying at an altitude of about 800 meters. When they were about in line with the edge of the lake, the planes dived down at a steep

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angle approaching the observation towers. About 150 or 200 meters above the ground, the planes pulled out of dive and made a left turn climbing steadily. The two planes individually approached the target at intervals of about 4 minutes. When the aircraft pulled out above the observation towers, the sound of a light cannon firing was heard. After the approach flights, the four jet fighters which were parked on the east end of the runway started to circle over the field. About 30 men, most of whom wore black coveralls were observed at the take-off point. Some of them wore uniforms, and other wore flying suits and helmets.

4. Between 9:50 and 10:30 a. m. on 13 February, 10 swept-back jet fighters and 2 single-engine, low-wing monoplanes were observed at the field. There was intensive flying.

[redacted] Three tank trucks a truck and about 50 men were observed at the take-off point. The men were the same types of uniforms as on 9 February. Each of the three tank trucks had an estimated capacity of 2,000 to 3,000 liters. When plane [redacted] landed it was refueled. The hose was given to a man who stood on the left wing close to the fuselage. A two-men crew was definitely observed in plane [redacted] which was distinguished from the single-seater plane by its long cabin and the rear pilot's seat which seemed to be higher than the single-seater's seat.

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- 25X1 5. Between 1:25 and 3:55 p. m. on 15 February, five swept-back jet fighters [redacted]
25X1 [redacted] about 30 men, 2 tank trucks and 1 truck were ob-
25X1 served at the take-off point. Two jet fighters continually made approach flights as on 9 February.

- 25X1 6. On 13 February, [redacted] from a distance of about 200 meters that two swept-back jet fighters covered with tarpaulins were parked east of the concrete apron in front of the hangar. An egg-shaped device was observed under the wings of the left plane. It appeared that the device was inflated and that it reached from the wings to the ground. The planes on the right appeared to be supported by wooden trestles, its fuselage touched the ground. The fuselage covering was removed between the rear wing root and the beginning of the rudder assembly. A cylindrical body which seemed to taper at its front end was observed in the open fuselage. A sort of plate was fitted at the front end of this body. About eight of the technical personnel were working on the plane. On 15 February, the two planes were still there in the same condition. Work continued on one plane.

7. The fence along the Wittstocker Allee extended about as far as the path which leads to the observation towers. Poles marked the further course of the fence along the southern side of the path toward the west. (1) The two hangars in the east are about 30 x 30 x 100 meters. No aircraft were parked in these hangars, but wardrobes or crates were stored there. The western hangar which was always closed was about 20 x 60 meters. The building west of this hangar housed the flight control station. (2)

8. The fence under construction will enclose the barracks area. About 9 a. m. on 9 February, four MiG-15s with red rings took off for a long practice flight. (3) The field and runway were covered with snow 3 to 5 cm deep. At 11 a. m. on 10 February, 12 jet fighters were counted at the field. No flying was observed on 11 and 12 February and at 3 p. m. on 13 February. Between 9 a. m. and 1:30 p. m. on 14 February, there was flying activity at the field. The sky was cloudless, and visibility was limited to 20 km. The field was covered with about 10 cm of snow. On the runway, the snow cover was rolled and possibly sanded. The aircraft were towed to the take-off point by a special car on which the nose of the plane lay. Type-29 plane [redacted] was being refueled near the hangars after 6 or 7 take offs, while [redacted] flights of about 20 minutes. A total

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25X1 of 12 jet fighters was counted at the field. The single-seater and two-seater planes were parked side by side at the take-off point. [redacted]
 25X1 [redacted] the two type planes differed only in their cabins.

9. Between 9 a. m. and 4:45 p. m. on 15 February, there was local flying at the field by type-29 plane [redacted] and MiG-15s [redacted]
 25X1 [redacted] the weather was very good. The flying activity was observed from the eastern edge of the field between 3 and 4:45 p. m. The MiG-15s practiced firing at an unidentified ground target north of the runway in the western half of the field. They approached the target individually from the side of the lake and dived from an altitude of about 1,500 meters. The rounds were fired from a height of 300 to 400 meters. The muzzle flash was observed near the air intake aperture. Each plane fired single shots and bursts of up to three rounds. The aircraft pulled out of dive about 200 meters above the ground. Small smoke plumes were observed at the target. Each plane approached the target three times, but shots were not fired at each approach.

10. Between 9 a. m. and 4:30 p. m. on 16 February, there was flying by MiG-15s which made long flights at a high altitude. The weather was very good.
 25X1 [redacted] A total of 10 jet aircraft were counted at the field. [redacted]
 25X1 [redacted]
 25X1 [redacted]

11. During the period of observation, no night flying was observed at the field. No lighting facilities were available outside the field. No radio installation was observed on the field. When flying was practiced, a vehicle with a plexiglass cupola and a flag was parked at the take-off point.
 25X1 [redacted] trucks [redacted] which were occupied by air force soldiers, repeatedly moved toward Altruppin and that truck [redacted] regularly picked up bread for the air force troops.
 25X1 Truck [redacted] was still employed for hauling bread. On 7 or 8 February, the paymaster of the field fled to West Berlin. This was learned when the German driver who had driven the paymaster was arrested.
 25X1 [redacted]

12. Between 8:30 and 10:10 a. m. on 9 February, [redacted] that firing at an unidentified ground target, about 500 meters east of Hasenberg, was practiced by MiG-15s. The planes flew individually at an altitude of about 1,800 meters before approaching the ground target at an angle of 35 to 40 degrees. They fired bursts of five rounds. (4) The light snow cover on the runway was not removed. The planes did not skid and did not require a longer stretch for taking off or landing than usual.

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13. On 14 February, 12 MiG-15s and type-29 planes were counted at the field. Between 12 and 17 February, activities observed at the field included high-altitude flights, flying in groups of two, firing at ground targets, simulated air combat at a height of 6,000 to 8,000 meters, and approach flights by jet fighters at a single-engine plane [redacted] Between 19 and 24 February, 11 MiG-15s and type-29 planes, and 3 single-engine planes with radial engines were observed at the field. [redacted]
 25X1 [redacted] On 23 February, a column of 24 officers and 480 MI on foot was seen near the field. According to a German employed at the field, 50 to 60 air personnel, including 12 cadre personnel, were stationed there. (5)

14. On 5 February when night flying was practiced, the field was illuminated. The rows of white lamps had a maximum length of 750 meters. No landing searchlight or obstacle lights were available. (6) On 6 February, no change was observed on the radio installations near Hietwerder. The board fence was completed from triangulation point 46.8 as far as the end of the fuel dump. Poles were being set in the direction of Hasenberg. Motor vehicles [redacted] were observed at the field. (7)
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25X1 [REDACTED] Comments.

- (1) For course of fence, see Annex 1.
 - (2) For location of hangars and flight control station, see Annex 2.
 - (3) Aircraft with a red ring were formerly observed on individual airfields of the Soviet Zone of Germany. Such planes are now reported again. Since the planes were not observed on 10 February, it is possible that they landed only temporarily. The meaning of the red ring cannot be determined.
 - (4) Firing practice in the vicinity of the field was previously reported. The practice indicates that the new pilots of the unit terminated their primary stage of retraining. For a log of the air activity on 5 and 9 February, see Annex 3.
 - (5) These statements confirm the previous assumption that the fighter regiment has been activated and that the new personnel of this unit were trained by experienced MIG-15 pilots of this regiment. According to previous information, each fighter regiment of the Twenty-Fourth Air Army has slightly more than 40 pilots, a few more than the authorized number of aircraft.
 - (6) For sketch of lighting facilities, see Annex 4.
 - (7) The report generally confirms the previous information on the recently activated fighter regiment in Neuruppin. All of the aircraft [REDACTED] except two, are known from previous reports. [REDACTED]
- 25X1 [REDACTED] it appears probable that the previously reported occupation of 14 MIG-15s is correct.

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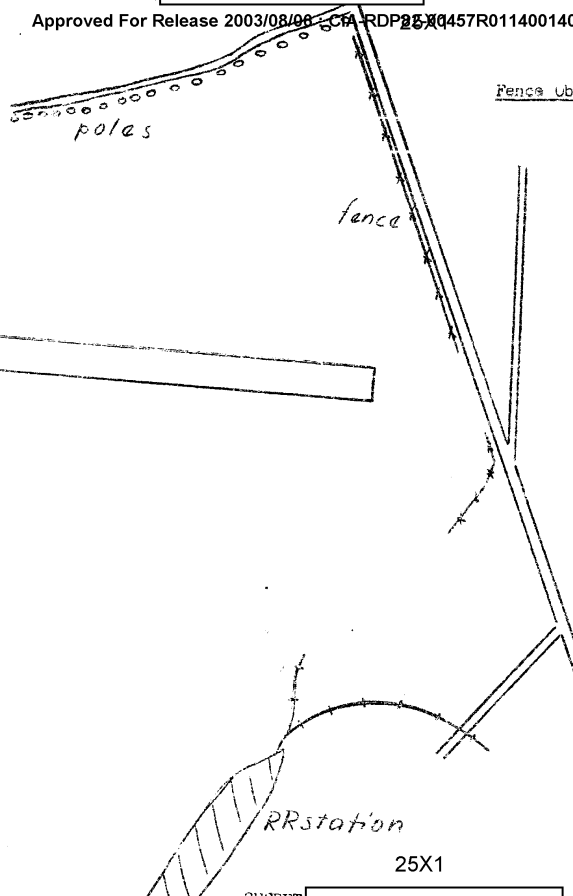
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Annex

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Fence Observed at Neurup, in Airfield



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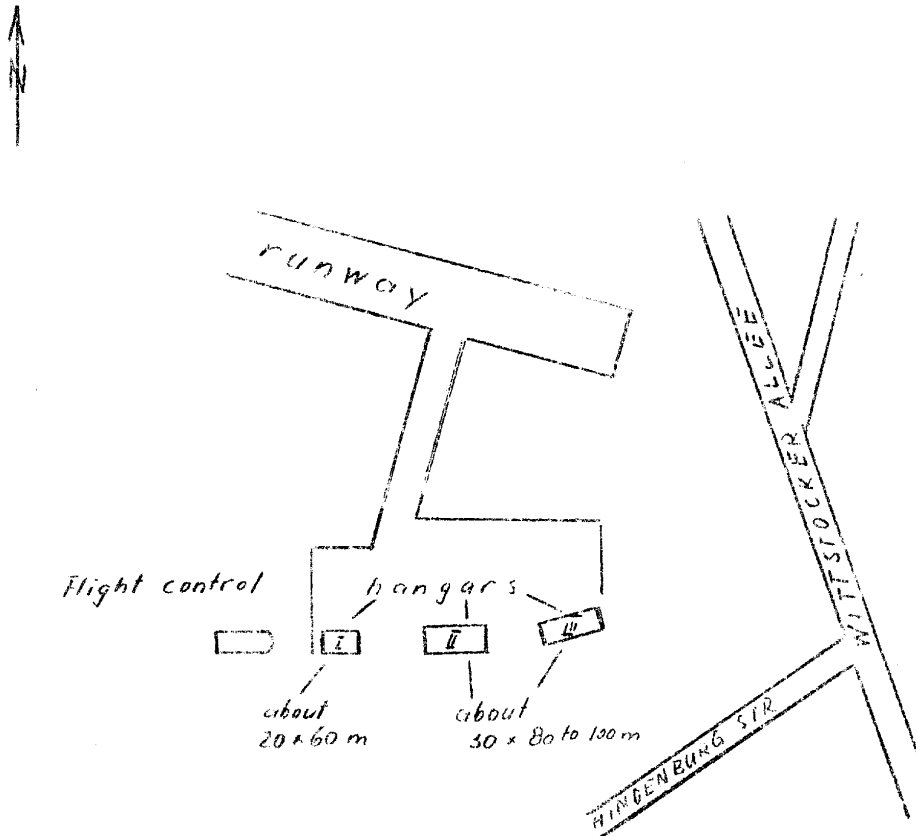
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Annex

Location Sketch of Hangars and Flight Control Building
at Haurupiair Airfield



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Annex

Log of Air Activity Observed at Neuruppin Airfield on 5 and 9 February 1952

5 February 1952. Weather: very good, 5/10 overcast breaking up, cumulus clouds at an altitude of 1,000 meters, visibility unlimited.

	<u>Plane</u>	<u>Take-Off</u>	<u>Landing</u>	<u>Flying Time</u>
25X1	[redacted] each with a one-man crew	12:15 p. m.	12:37 p. m.	22 minutes
		1:07 "	1:31 "	24 "
		2:52 "	3:12 "	20 "
25X1	[redacted] two-man crew	12:05 "	not observed	
25X1	[redacted] two-man crew	1:45 "	" "	
25X1	[redacted] two-man crew	2:07 "	" "	

9 February. Weather: Clear, visibility 10 km.

25X1	[redacted] one-man crew	8:55 a. m. 10:00 "	9:12 a. m. not observed	17 minutes
25X1	[redacted] one-man crew	8:58 "	9:22 a. m.	24 "
25X1	[redacted] one-man crew	9:07 "	9:35 "	23 "

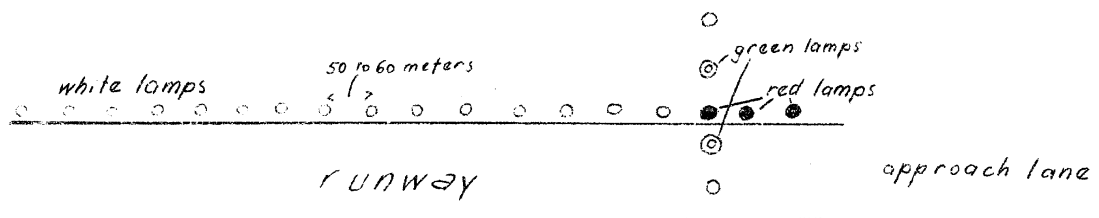
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Lighting Facilities at Neuruppin Airfield



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